

M. Gains
COURT MILLINER.
No. 12, ROBINSON RD.,
KOWLOON.
FROM MONDAY next,
December 18th,
A SPECIAL SHOW OF SEMI-
TRIMMED FELT, STRAW
AND TRAVELLING HATS.

The China Mail.

ESTABLISHED 1840

M. Gains
COURT MILLINER.
HOTEL MANSIONS,
AND
12, ROBINSON ROAD,
KOWLOON.
FOR
Hats, Toques & Blouses

No. 13,960.

號七月正年八零百九千一英

HONGKONG, TUESDAY, JANUARY 7, 1908.

日四初月二十年未丁

PRICE, \$3.00 Per Month.

Intimations.

THORNE'S
OLD VAT

PER
CASE \$14.



SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
Hongkong, May 1, 1907.

PEAK CLUB.
NOTICE.

IT is notified for the information of Mem-
bers that the NEXT FORTNIGHTLY
DANCE will take place on WEDNESDAY,
8th instant, from 9 to 11 P.M.
Hongkong, January 8, 1908.

VICTORIA CHAPTER, No. 526, E.C.

A REGULAR CONVOCAION of
the VICTORIA CHAPTER will be
held at the FREEMASONS' HALL, on
SATURDAY, the 11th Inst., at 8.30 for
9 P.M. precisely. Visiting Companions are
cordially invited to attend.
Hongkong, January 6, 1908.

HONGKONG HOCKEY CHALLENGE
CUP.

NOTICE.

ENTRIES for the above will be received
till the 11th inst. by
T. C. GRAY,
HONGKONG CLUB.
Hongkong, January 6, 1908.

KOWLOON CRICKET CLUB.

CHILDREN'S SPORTS.

ALL ACCOUNTS in connection with
the above SPORTS must be sent in
before the 11th inst. to
T. CHEE,
Hon. Secretary.
Hongkong, January 6, 1908.

NOTICE.

I beg to inform my Customers and the
Public that I, the Undersigned,
acquired the business of JEEJEEBHOY &
CO. on 1st January, 1908, and continued
to carry on same under the name of
JEEJEEBHOY & CO., until the 31st
December, 1907. From 1st January, 1908,
the business will be CARRIED ON under
the name of D. R. CAPTAIN & CO., as
Successors to JEEJEEBHOY & CO.

D. R. CAPTAIN.
Sole Proprietor.

Hongkong, January 6, 1908.

'KENSINGTON HOUSE'
No. 1, CARNARVON ROAD,
KOWLOON.

MADAME EDWARDS (late of MADAME
HAYWARD, Bond Street, London),
and for four years Head Milliner of Weeks
and Coy., Ltd., Shanghai, respectfully
begs to announce that she has OPENED
an Establishment at the above Address,
for the Sale of MILLINERY.
MADAME EDWARDS has a lady buyer
in London, who is in touch with the latest
London and Parisian fashions, and is the
patroness of the very latest fashions.
CHILDREN'S HATS MADE A SPECIALTY.
Hats remodelled, and made to order.
Costal orders promptly attended to.
PRICES REASONABLE.
Hongkong, January 6, 1908.

PASSAGE WANTED.

A YOUNG ENGLISH LADY would be
willing to take care of children or go
as companion to a lady in return for passage
to England.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, January 6, 1908.

WANTED.

GOOD Second-hand MILLINERS' SAFE
(3 feet opening) 'DEPOSIT'.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, January 2, 1908.

WANTED.

AN APPRENTICE to the Millinery
Department for Kowloon branch.
Apply to
M. GAINS,
HOTEL MANSIONS.
Hongkong, December 20, 1907.

NOTICE.

THE Interest and Responsibility in our
Firm of **MR. ARMIN HAUPT**
ceased by mutual consent on the 31st De-
cember, 1907.
Messrs. **GUSTAV FRIEDLAND** and
ADOLF WIDMANN have been admitted
PARTNERS from this date.
MILNERS & CO.
Hongkong, January 1, 1908.

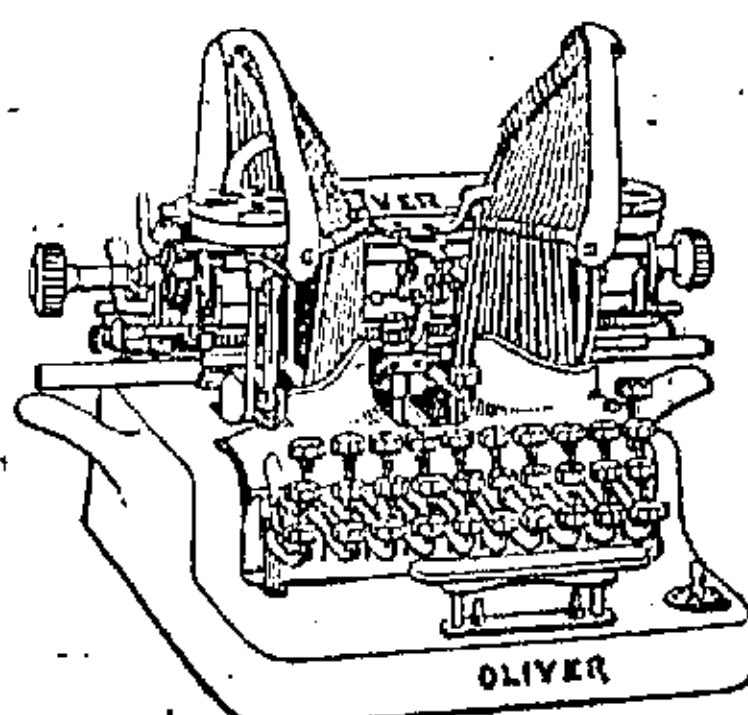
Business Notices.

FOR SALE.

ROCK BORING DRILL, 500 ft.

W. S. Bailey & Co.,
ENGINEERS,
20, CONNAUGHT ROAD CENTRAL.

TIFFIN
SPECIALLY SERVED FOR BUSINESS MEN
AT THE
CONNAUGHT HOTEL
MONTHLY RATES.
Hongkong, September 2, 1907.



OLIVER
STANDARD
VISIBLE TYPEWRITER.
Clean, Simple, Quick, Durable.
HEAVY MANIFOLDER.
ROMBACH & CO.,
17A, QUEEN'S ROAD CENTRAL.
Sole Agents.
Hongkong, December 12, 1907.

BOURNVILLE
COCOA

Is a high-class Cocoa with a distinctive flavour
developed by a special process. Made under ideal
conditions at the well-known 'Factory in a Garden'
at Bournville, where scrupulous care and cleanli-
ness, the strictest analysis, pure air and ideal
environment, all help to produce Cocoa of the very
Highest Quality.



Hongkong, December 10, 1907.

THE INSTITUTION OF ENGINEERS
AND SHIPBUILDERS OF
HONGKONG.

THE ANNUAL DANCE will be held
at the CITY HALL, on FRIDAY,
the 10th Inst. Members who have not yet
received tickets may obtain same from the
Secretary. It is requested that lists of
guests be forwarded as soon as possible.
Hongkong, January 4, 1908.

NOTICE.

WE have this day authorized Mr.
JOHANNES THUN to sign our
Firm per Procuration.
ROMBACH & CO.
Hongkong, January 1, 1908.

NOTICE.

MR. WILHELM OTTO CHRISTIAN
SPALCKHUYER has been author-
ized to sign the name of our Firm per
procuration from this date.
SIEMSEN & CO.
Hongkong, December 31, 1907.

NOTICE.

MR. JOHANN GEORG LUDWIG
SUHROTTER having retired from
our Firm, his Interest and Responsibility
ceased on the 31st December, 1907.
MR. PAUL FRIEDRICH HERMANN
WESTENDORFF has to-day been admit-
ted a PARTNER and we have authorized
Mr. **PETER HARTWIG NELLE** to
sign our Firm from this date.
MEYER & CO.
Hongkong, Canton, January 1, 1908.

NOTICE.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

MR. C. MONTAGUE EDE has been
appointed SECRETARY of the
Society from the 1st January, 1908.
By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, January 1, 1908.

NOTICE.

CHINA TRADERS' INSURANCE CO.,
LIMITED.

MR. C. MONTAGUE EDE has been
appointed SECRETARY of the
Company from the 1st January, 1908.
By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, January 1, 1908.

NOTICE TO SUBSCRIBERS.

WE have this day REMOVED our
establishments to No. 14 Des Voeux
Road Central (opposite to Messrs Wm.
Powell, Ltd.).
CAMPBELL, MOORE & Co., Ltd.,
14 Des Voeux Road Central.
Hongkong, December 30, 1907.

NOTICE.

IN consequence of the CLOSING of the
GERMAN SCHOOL, the Committee
of Management of Union Church is pre-
pared to consider applications for renting
the Church HALL for Educational or
similar purposes.
Hongkong, December 16, 1907.

WEST RIVER TRIPS FROM
HONGKONG.

Round Trip 6 Days.
Comfortable Steamers—Delightful Climate.
THE most interesting and picturesque
scenery in South China.
For further information, apply to
BUTTERFIELD & SWIRE,
Agents, West River British S.S. Cos.
Hongkong, October 26, 1907.

THE CARLTON HOTEL.
Most Centrally Situated—Elegantly Furnished.
VERY COMFORTABLE RESIDENCE
FOR PERMANENT BOARDERS AND TOURISTS.
FIRST CLASS TABLE. TERMS VERY REASONABLE.
APPLY TO
THE MANAGER.

MR. CHEE WING & CO. 啟

27, 28 and 29, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.

STEEL CIRCLES AND TEES,
CORRUGATED IRON, PIPE IRON, &c.

Suitable for
SHIP, ENGINEERS AND HOUSE BUILDERS.

123

Business Notices.

THE PERFECT LUBRICANT.

Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to
the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.

DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,
CAROLINE PARK, EDINBURGH.

Sole Local Agents...

BRADLEY & CO., 4, Queen's Building, HONG KONG.

LANE, CRAWFORD & CO.

SPECIAL VALUE IN

EVENING DRESSES.
LONDON MADE.

VOILE and SILK SKIRTS.

SILK UNDERSKIRTS.

SILK-LISLE & CASHMERE HOSE.

TELEPHONE, 97.

LANE, CRAWFORD & CO.

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.

MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSCH, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest

and most improved Fittings

and Burners on hand.

AUR' NANTLES, CHEAPEST

AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE: 358 & 384.

1881

Hongkong, September 3, 1907.

PHOTOGRAPHS OF PROCESSION.

THESE ARE NOW ON SALE.

INSPECTION INVITED.

MEH OEEHUNG,

ICE HOUSE ROAD AND CORRIDOR, HONGKONG HOTEL.

Hongkong, April 2, 1907.

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Mrs. M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CUISINE under European Supervision. Grills at short notice. Private Bar and

Billiard Rooms. Monthly Rates for Tiffin and Dinner.

Telephone Address 'CONROST' HONGKONG.

For particulars, apply to

Hongkong, September 24, 1907.

C. FRERICH, Manager.

1840

CRUICKSHANK'S COUGH REMEDY.

A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma,

and all Diseases of the Chest and Lungs—Price \$1.00 per bottle.

ANISEED AND LICORICE COUGH BALSAM.

For the relief of Coughs, Colds, Hoarseness, and Soreness of the

Chest—50 cts. and \$1.00.

MARTIN'S MIXTURE.

A specific for Influenza, Hay Fever, Cold in the Head.

Price \$1.00.

VICTORIA DISPENSARY.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.00 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.00 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.
7 and 9, Pedder Street.
TELEPHONE: No. 644.

ARE SHOWING NEW NOVELTIES

IN

BALL GOODS

OF THE MOST ELEGANT DESCRIPTION.

Costumes, Coats, Furs, etc.

A GOOD ASSORTMENT OF ARTICLES SUITABLE

FOR CHRISTMAS PRESENTS.

THE SINCERE CO.

111, CONNAUGHT RD.—215, 217, 219 & 221, DES VOEUX RD., HONGKONG.

UNIVERSAL PROVIDERS,

TAILORS, HATTERS & MERCHANTS.

ENGLISH AND AMERICAN BOOTS AND SHOES,

Drapery, Silks, Watches, Clocks, Crockery, Ironmongery,

Grocery, Furniture, Rattan Ware, Tobaccos, Cigars,

Cigarettes, Sewing Machines.

Our Prices are marked in plain figures.

Hongkong, September 23, 1907.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COUSINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS

A. F. DAVIES, Manager

KELLY & WALSH, LTD.

Gardening for Hongkong, by W. J.

Tutcher ... \$1.00

Lloyd's Calendar ... 70

Donaldson's Engineer's Annual ... 70

Putting the Red Ball, by R. Levi ... 70

The Best Way, A Book of 860 ... 70

Household Hints and Recipes ... 70

The Navy League Annual ... 70

Ways that are Dark, Some Chap- ... 70

ters on Chinese Etiquette and ... 70

Social Procedure, by W. Gilbert ... 70

Walsh ... 3.00

The New Book of Etiquette ... 1.75

Many Mansions, Studies in Ancient ... 4.00

Religions and Modern Thought, by ... 4.00

W. S. Lilly ... 4.00

Old English Sports, by F. W. Hawk- ... 7.75

wood, illus. ... 7.75

The Life of Christ, in Recent Ro- ... 5.00

search, by W. Sanday ... 5.00

Historical Mysteries, by Andrew Lang ... 2.75

you-magnum in the Far East, by ... 2.75

Douglas Story ... 2.25

Angel of Forgiveness, by R. N. Cress ... 1.50

Dollar City, by Lucas Cleave ... 1.50

The Secret Agent, by J. Conrad ... 1.50

Sundered Strains, by R. Farrer ... 1.50

Ross Darham, Surgeon, by David Lyall ... 1.50

Fair Margaret, by H. Rider Haggard ... 1.50

The Fool's Tax, by Lucas Cleave ... 1.50

The Shadow of the Unseen, by Barry ... 1.50

Pain and Joy, by Barry ... 1.50

THE IMPERIAL ANGLO-CHINESE

DIARY, \$1.50.

THE IMPERIAL ANGLO-CHINESE

DATE BLOCK, 75 sets.

THE YONG TYPE WRITER

IS THE BEST.

CIGARETTES:

Sinto Express 555

Quo Vadis

Savory's Egyptian

TOBACCO:

Craven

Garrick

Aradath

SANDOW'S DEVELOPER.

SANDOW'S PATENT 'GRIP' DUMB

BELLS.

BREWER & Co., Limited.

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

TELEPHONE No. 698.

NEW STOCK.

Tennis Balls, 1908. Tennis Goods. Cricket and Football Gear.

The Radiant Fields. Stephen's Inks.

London-made Writing Pads.

The Combined Chit Paper with Envelopes.

THE WELLINGTON TYPEWRITER. THE BLICK TYPEWRITER.

A Large New Stock of latest Books by every English Mail.

WHITAKER'S ALMANACK DUE HERE ON 2nd JANUARY.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
SUNGLASSES, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

REGULAR HONGKONG-CANTON LINE OF STEAMERS
OF THE
COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. PAUL BEAU, 1900 tons, 14 knots.
S.S. CHARLES HARDOUN, 1900 tons, 14 knots.
Departure from Hongkong at 9.30 p.m. (Sundays excepted).
Departure from Canton at 6.15 p.m. (Sundays excepted).

The Company's Wharf is at the end of WING LOK STREET (Tram Station).
CANTON AGENTS: Messrs E. PASQUET & Co.
For further particulars, please apply to **BARRETTO & Co., Agents.**
Hongkong, September 16, 1907. 1475

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
84, QUEEN'S ROAD CENTRAL. 2125

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES

SIEMSEN & CO.,
SOLE AGENTS.
Hongkong, March 2, 1906

JAPANESE BEER



YEBISU 'SAPPORO' 'ASAHI'
IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.
The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

Sold by CALDECK, MACGREGOR & CO., H. PRICE & CO., LD., A. CHAZALON & CO., and all leading Chinese Wine Merchants.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'Aguiar Street.

Hongkong, February 16, 1907. 2215

**THERE IS NO DOUBT
THAT**
Where "ENO'S Fruit Salt" has been taken in the coldest stages
of disease it has in innumerable instances prevented a serious
illness. The effect of

ENO'S 'FRUIT SALT'
Upon any disordered, sleepless, or feverish condition is simply
marvellous and unsurpassed. In fact it

IS
NATURE'S OWN REMEDY

CAUTION—Examine the wrapper and see that it is marked ENO'S 'FRUIT SALT'
otherwise you have the shoddy form of 'Fruit-Salt'—IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.W.
Eng. by J. C. ENO'S Patent.
Sold by Chemists and Stores everywhere.

Intimations.



MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IVASAKI'.
Which applies to all Branch Offices.

A1, ABO 6th Edition, Western Union
Codes used.

All Letters Addressed to:
MANAGER, MITSU BISHI CO.,
with name of place added.

BRANCH OFFICES:—
NAGASAKI, MOI, KOBE, KANAGAWA,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:

YOKOHAMA: M. ARADA, Esq.
CHINKIANG: Messrs GEARING & Co.
MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasima,
Ochi, Shinmei, Namatsu and Kami-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.
The Head and Branch Offices and the
Agency the Company will receive any
order for Coal produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PENNEN STREET.
Hongkong, April 25, 1906. 816

**INTERNATIONAL SLEEPING
CAR & EXPRESS TRAINS
COMPANY.**
(THE GREAT TRANS-SIBERIAN
ROUTE TO EUROPE).

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, August 7, 1907. 1285

KWONG WOO.

JEWELLER, DEALING IN SILK,
etc., etc., etc.

OF NO. 78 QUEEN'S ROAD, CENTRAL.

Begs to inform his Patrons and the
General Public that owing to necessary
extension of stock to meet increased busi-
ness he will remove to his new and more
spacious premises at No. 86 Queen's Road,
Central, (7 doors East of his present pre-
mises) on 4th January, 1908.

Hongkong, December 27, 1907. 2044

XMAS 1907 XMAS

Xmas and New Year's Cards
IN ALL VARIETIES.

Parisian Sweets and Chocolates.

Xmas Cakes, Mince Meat and
Assorted Cakes.

HAM AND BACON.

Champagnes, Wines & Spirits.

The Largest and Most Varied
Assortment of Goods.

Liberal Reduction to Hotels, Clubs, and
Charitable Institutions.

PATELL & CO.,

SHAMEN, CANTON.

HOW TO DO MORE BUSINESS.

MANY AMERICANS are built up
great commercial enterprises, by the
use of Trade-news items supplied by our
CLIPPING BUREAU: Chinese mer-
chants can do the same if they follow
American methods.

We clip business news from more than
60,000 papers monthly, and send these
items to you while there is good prospect
of supplying what is needed and doing
business.

We can send you news and clippings on
any line of business, or any subject, and
you will be able to know IN FACT, just
what American business methods are like,
and where there are openings for Chinese
merchandise.

Suppose, for instance, you are a maker
of Pottery, or our Clipping Bureau might
find in some paper an item saying that
"a big wholesale Pottery concern was being
organized in a certain town—were, of
course, would send you that business news
item, and give you a chance to do business
with that firm."

We can do just the same in any line of
business, for there is always something
being done that it might pay Chinese mer-
chants to know.

We can supply you with advertisements
of all the great American merchants and
manufacturers, so that you may assimilate
their ideas and increase your business in
China the way we do here.

To avoid delay, send ten dollars (Mex.)
for one month's trial order. Subsequent
rates can be determined according to service.
It won't cost you money to send for our
free Book which tells all about our service
and how much it costs. Send for it to-
day.

Consultants' services.
INTERNATIONAL PRESS CLIPPING
BUREAU.

DEARBORN SYBET, CHICAGO, ILL.
U.S.A.

Hongkong, September 24, 1907. 1437

THE TRIAL OF GENERAL
STOESSEL.

A telegram from St. Petersburg to the
"Japan Mail," dated December 13, states
that the trial of General Stoessel, General
Folk, Chief of Staff, and other officers who
were charged with the premature surrender
of Port Arthur and the defeat at Nan-
kwanien, has been resumed by Court
Martial Kuropatkin was examined as a
witness. He made a statement favourable
to the defendants. General Kuropatkin
declined to give explanations as to several
questions, insisting that they involved
military secrets. The main feature of
his statement was that the failure of
the Russian army was to be attributed
to the anticipation that the Russian naval
force was impotent and that the funda-
mental plan with regard to the Port Arthur
defences could not be maintained after the
destruction of the Russian warships by the
sanguinary attack of the Japanese.

It is stated by the prosecution that
General Folk, Chief of Staff, ordered the
retirement at Nankwanien, and thus the
defences of Port Arthur were endangered.
Still General Stoessel gave his consent
to General Folk's retirement in accordance
with the orders of General Kuropatkin
and Admiral Alexieff. It is general-
ly admitted that General Stoessel was
quite unable to continue any longer the
defence of the fortress without the as-
sistance of the navy. Admiral Alexieff
has refused to be present in the Court as a
witness. All the newspapers of yesterday
published comments unfavourable to
Admiral Alexieff.

During his examination General Kuro-
patkin made a statement as to Admiral
Alexieff. He added that, prior to the war,
he had tried to inspect the defensive pre-
parations of the fortress, but that Admiral
Alexieff prevented him from doing so.

QUAINT INDIAN
SUPERSTITIONS.

Money With Wings.

M. S. Rama Ali writes in the "Indian
Daily Telegraph" (Lucknow): According
to Terri superstitions, there are artificially
made serpents also, which in days gone
by were manufactured from urd (cereal)
flour and are still living and doing much
harm. It was the custom in those
days for people to kill their enemies
quietly, without being suspected of a
heinous crime, by means of these serpents.
Moreover, as an external guard, to keep
ward and watch over buried treasures,
they were of the utmost use. Formerly
it seems the Persians, too, used to follow
the same practice, for in their legends the
marry ganj (treasure snake) often occurs.

For fear of being bitten although people
know that such treasures are lying useless
in the bowels of the earth, no one
ventures to dig them out, and if by
chance they are found out and taken
possession of, the consequences to the
unlawful possessor are extremely bad. Be-
fore burial, a very solemn oath is adminis-
tered to this flour-serpent to keep a
vigilant watch over the treasure which
has been buried, together with an injunc-
tion to make it over only to the lineal
descendants, in case of their extreme
poverty, and not otherwise, but those
who are not entitled to this wealth can use
it only on condition of their not mind-
ing the loss of their eldest son and his
wife, of their head ploughman, and a
pair of bullocks. In every Terri village
there is hardly any man who does not
know of this dreadful oath. Owing to the
collapse of old buildings, or the subsidence
of the loose strata of the soil, sometimes
these serpents are destroyed, and the trea-
sure jars, finding themselves unprotected,
leave the place, and fly away to conceal
themselves in the nearest rivers and wells.

Whenever the people at night hear the
chinking of coins, they always infer from
such sound that somebody's buried trea-
sure is flying away in the air to the water.

SAVARESS'S
SANTAL
CAPSULES

THE
VICTORIA CINEMATOPH.

SPLENDID SALOON.

New Films Every Week.

CHANGES OF PROGRAMME EVERY TWO DAYS.

SPECIAL PERFORMANCES

on

TUESDAYS, THURSDAYS,

SATURDAYS.

2 Performances Every Night.

APPARATUS & FILMS FOR SALE.

'Don't Forget the Address'

DES VEGUX ROAD

(POTTINGER STREET CORNER).

Hongkong, December 23, 1907. 1745

Intimations.

Don't Worry! Don't Worry!
Why Worry?
CONSULT

PHAROS.

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Hongkong, May 18, 1908. 1024

THE BACK DOOR.

A SKETCH OF WHAT MIGHT
HAPPEN.

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BY TELEGRAPH. BY TELEGRAPH.

SWEDEN'S NEW KING.

Declares Coronation Unnecessary.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, January 6.
King Oscar III, of Sweden, has been interviewed by a newspaper at Stockholm and he is alleged to have renounced the holding of a ceremonial coronation, as being unnecessary and not in accordance with the spirit of the age.

He had, he asserted, long regarded the ceremonial openings of parliament as antiquated and he expressed the opinion that it should be simplified.

THE STRIKE AT PORT SAID.

LONDON, January 5.
The coal men at Port Said are returning to work.
The strike of coal workers at Port Said is ended.

ASIATIC IMMIGRATION TO AUSTRALIA.

LONDON, January 5.
The "Sydney Morning Herald," commenting on Asiatic Immigration, declares that Australia is determined to adhere to a white ideal at whatever cost; any compromise is impossible.
Representative Australians consider that the controversy enforces the need of a sound system of self-defence, enabling Australia to assume the responsibility of her own policy even if the necessity arises.

THE UNITED STATES AND JAPAN.

LONDON, January 5.
Advice from Washington state that President Roosevelt and Mr. Root have held a long conference on the Japanese situation.

THE LONDON "TIMES."

LONDON, January 5.
The "Observer," which belongs to Baron Northcliffe, (Sir Alfred C. Harmsworth,) says that important negotiations are proceeding to place the direction of the "Times" in the hands of the very capable proprietor of the popular magazines and newspapers.

THE NEW MINING DRILL.

LONDON, January 5.
Most important trials of the Gordon Drill, at the Rand mines, show a far reaching effect on the labour problem.
A native working the drill for five hours achieved results equal to a day's work of fifteen coolies.

LATE TELEGRAMS.

["N.C. DAILY NEWS" SERVICE.]

RIOTS IN KOREA.

TOKYO, December 31.
Two Japanese postmen have been killed and two injured in the Chongchong province; but rioting in Korea is subsiding generally, owing to the difficulties presented by winter.

HOTEL TRAGEDY IN TOKYO.

TOKYO, December 31.
An interpreter at the Imperial Hotel, Tokyo, shot the senior interpreter in the street and committed suicide immediately afterwards. The cause of the tragedy was some grievance in the matter of the distribution of commission money.

THE NEVADA STRIKES.

NEW YORK, December 31.
President Roosevelt has sent a severe reproof to Governor Sparks, of Nevada, for his failure to deal resolutely with the goldfield troubles for the preservation of order in the State.

A SUSPICIOUS CARGO.

NEW YORK, December 31.
A heavy shipment of munitions of war has been forwarded to Manila. The fact is exciting much comment.

ACCIDENT TO KEIR HARDIE.

LONDON, December 30.
Keir Hardie, the noted socialist agitator, was badly injured in an automobile accident at Wellington, New Zealand, to-day, sustaining broken ribs.

DO NOT EXPERIMENT WITH CROUP.

WHEN a child shows symptoms of croup there is no time to experiment with new remedies, no matter how highly they may be recommended. There is one preparation that can always be depended upon. It has been in use for many years and has never been known to fail. viz: Chamberlain's Cough Remedy. Give it, and a quick cure is sure to follow. For sale by all chemists and druggists.

TEST CRICKET.

Victory for England.

(From Our Special Correspondent.)

MELBOURNE, January 6, 6.35 p.m.
Resuming their innings after the adjournment the Englishmen continued to score freely, and the century was passed without the loss of another wicket.

Fane added 16 to his score—reaching the even half-century—before being sent back, and Hutchings only scored an additional 15 before he, too, was dismissed.

Braund and Hardstaff played out time and when stumps were drawn had 17 each to their credit, the score being 159 runs for four wickets.

England thus required 123 runs to win, with six wickets in hand.

A Partial Collapse.

(From Our Correspondent.)

MELBOURNE, January 7, 2.5 p.m.
When play was resumed this morning the weather was intensely hot and the wicket fiery.

Hardstaff only added two to his overnight score, before he was sent back, and neither Braund, Rhodes nor Crawford lasted long, the former adding 13 only to his score.

Play was very slow, the Englishmen batting very carefully, and at the tiffin adjournment, the score stood at 221 for eight wickets, Barnes and Humphries being each 7 not out.

The close finish has created great excitement.

A Gallant Fight.

(From Our Special Correspondent.)

MELBOURNE, Jan. 7, 4.45 p.m.
After tiffin the tail-end of the English Eleven put up a sterling struggle and succeeded in winning the match by one wicket.

Humphries and Braund batted patiently, the former compiling 18 before he was dismissed.

Fielder, the last man, joined Barnes and victory seemed within the Australians' grasp. However, both batsmen played very carefully and the score mounted slowly up, until just prior to the tea adjournment the winning hit was made, Barnes being 38, not out, and Fielder 18, not out.

The scores are:—

AUSTRALIA.

First Innings ... 266

Second Innings ... 397

ENGLAND.

First Innings ... 382

Second Innings.

J. B. Hobbs ... 28

G. Gunn ... 0

F. L. Fane ... 50

K. L. Hutchings ... 39

L. C. Braund ... 30

J. Hardstaff ... 19

W. Rhodes ... 15

J. N. Crawford ... 10

S. F. Barnes, not out ... 38

J. Humphries ... 16

A. Fielder, not out ... 18

Sundries ... 19

Nine for ... 282

FIRE IN SAN FRANCISCO.

SAN FRANCISCO, December 28.
A disastrous fire visited the business section of this city to-day. Two blocks of wholesale establishments were wiped out. It is impossible, this early, to estimate the damage caused by the conflagration.

THE FRENCH CONVENT.

New Building Opened.

Yesterday marked an important epoch in the history of the Asile de la Sainte Enfance in Hongkong, the new hospital at Wonganichong being opened by His Excellency Sir Frederick Lugard. His Excellency was accompanied by Lady Lugard, Mr. A. J. Brackenbury, and Captain Mitchell Taylor, A.D.C., and there were also present:—

His Lordship Bishop Pozzani, the Rev. Father Robert, procurator of Catholic Foreign Missions in the East, the Rev. Father de Maria, procurator of the Italian Mission, Rev. Father Spada, Rev. Brother Sylvester and numerous priests and Christian Brothers, the Hon. Commander Basil H. Taylor, R.N., Dr. F. Clark, Consul Romano and Mrs. Loria, Mr. J. Orange, Dr. and Mrs. Just, Mr. A. Byar, Mr. Sin Tak-fan and Mr. Francisco Te Yat.

In his opening address His Lordship the Bishop expressed his indebtedness to the Governor for permitting his name to be associated with the first public ceremony by which the convent would henceforth be connected with the benefit institutions of the Colony. The Convent had always received from the Government of Hongkong much sympathy and assistance, and the Government had always been represented by administrators who had uniformly shown an active and kind attitude towards every movement directed by charitable efforts. Through the favourable recommendation of a former Governor, Sir Henry Blake, the Secretary of State for the Colonies granted the site upon which this fine edifice had been reared. During the administration of Sir Matthew Nathan the foundation stone was informally laid and the building commenced. Now it had been completed after its course of erection had been carried over a period of three successive administrations. From its inception the sisters of the Asile de la Sainte Enfance had received every encouragement, and he (the speaker) was asked by the Mother Superior to convey to His Excellency her thanks for the assistance from the Government, without which the erection of this new establishment attached to the French Convent would never have been successfully accomplished. The cost of the building amounted to over \$80,000, the cost of enclosing the ground with walls another \$20,000. Friends of the institution, all of whom he wished to cordially thank on behalf of the Mother Superior, contributed a portion of the cost. The balance, thanks to the untiring efforts of the Superiores, seconded by the indefatigable labours of the sisters and aided by the proceeds of the sale of the infants' work, had been raised. At the same time he should not omit to mention Mr. Orange, whose firm had been responsible for the handsome building all present saw. Mr. Orange, Mr. A. Byar, and during their absence Mr. Ough, took considerable pains in seeing that while the building was designed to meet all the requirements of an institution called for, it at the same time harmonised in architectural effect with the many palatial buildings of the island. The French Convent building in the city had long since been found too small to meet the demand for room, caused by the crush of Chinese women and children who sought comfort and admission there. The increasing number of females, and the nature of their illnesses in certain cases necessitated more accommodation and better surroundings for the treatment of the sick. His Lordship concluded by asking His Excellency and Lady Lugard on behalf of the Mother Superior and the sisters, to accept a small souvenir in memory of the occasion (two handsome silver trays, one of which was suitably inscribed), and to open the door.

Before declaring the building open His Excellency said:—

My Lord Bishop, Lady Superiores, Ladies and Gentlemen: Before I proceed to open the door with the key which has just been given to me by Monsignor, I would like to express the pleasure which I feel in being called upon to assume this duty to-day. We have heard the story of the completing of this institution, and I have great pleasure in offering my congratulations to you all on its being entered into the fruition of your labours, seeing that the building is completed for which you have waited so many years. I am called upon to assume this pleasant task this afternoon merely because I occupy the position in this Colony of the representative of His Majesty, but, Ladies and Gentlemen, I feel that it is a great and personal pleasure to know that in some small direction my name should in the future be associated with this building, as having the good fortune to open it. I would like to express my pleasure in seeing the nature of the work carried on here. I am sorry I could find no statistical records than 1904. In that year some 1400 patients were taken in and some 40 per cent cured. Of Chinese adults admitted to the hospital there were about 100 in addition to the out patients; the old, the destitute, women and children, the lame and the blind. Some 170 Chinese orphans are maintained, and educated, mostly of course, foundlings received by the institution. There is also a school for European children, mostly English and French, with an average of some 70 pupils. That all this work has been carried on in a building which has been called for, which is being opened to-day. That the Government supports and cordially approves of the work is evident by the grant to the Convent and the grant of this site. I should like to congratulate you specially on the site you have chosen. I think that both for the ladies who are engaged in daily toil here, and for the pupils and foundlings, this pleasant outlook around us, with the unique view of the sports going on, the races, and all the festivities showing the progress of human nature, and with, I am glad to say, considerable area for a playground, there should be a great improvement in their physical condition. In their health and in their cheerfulness, in contrast with those who occupy buildings looking into dingy Chinese streets. I would like to add my congratulations also, to those who have been so helpful to the architect, Mr. Orange. I think we can all look on the building with thorough satisfaction, and as

being a credit to Hongkong; from an architectural aspect, from the way he has adopted the surroundings, and from the site. I had the pleasure of going over the building before it was completed and it seems admirably adapted inside for the purpose for which it is required. I have nothing more to say except one word. That is, Ladies and gentlemen, that I think when we, who are engaged in the business and the work of the outdoor world, come for a moment into this house of charity and of good work, that we should learn something and profit by the lesson. When we consider that day by day, and year by year these ladies and these Reverend Fathers are ceaselessly engaged in trying to alleviate suffering, and of trying to better the prospects in the future of what I may call the fallen and fallen of humanity; the waifs, the strays, the blind, the halt, the maimed, and the most unpromising material, I think we can say that it is good for us occasionally to be here (applause).

His Excellency then inserted the key in the lock and opened the convent. The guests were shown over the building and there were entertained with light refreshments by the Sisters.

EMPLOYERS' LIABILITY.

An action which dealt with the liability of employers was decided in the Supreme Court this morning. The case was one in which the Cheung Hong firm, rice merchants, sued the Wo On Sui Chan firm to recover \$1180.18.

Plaintiffs were represented by Mr. M. W. Shide, instructed by Mr. O. D. Thomson, and Sir Henry Berkeley, K.C., instructed by Mr. Johnson, appeared for the defence. The facts showed that the rice was ordered by a godown-keeper who had been in the habit of ordering for his firm in the past, and in giving judgment for the plaintiffs His Lordship Sir Francis Piggott (Chief Justice) remarked that the plaintiffs could not be presumed to know the limitations of the godown-keeper's authority as he had been allowed to purchase rice before, which was paid for.

BIG FIRE AT HOIHOW.

Destruction of Kerosene.

(From Our Correspondent.)

HOIHOW, January 4.
About noon to-day a fire started in the kerosene godown in Hoihow which consumed about 20,000 cases of oil, most of which is retelling here at \$3.40 per case, making the loss about \$70,000.

In this fire we hear that Messrs Butterfield and Swire lost several thousand cases, while the most of the remainder was the property of the Standard Oil Company, and they are protected by insurance.

The Standard Oil Company has an agency in Hoihow, conducted by a Chinese agent who speaks English, and Mr. Moreno, the Hoihow agent of the company, had just come ashore in Hoihow when the fire started.

The cause of the conflagration is unknown, but it is reported that while soldering tins in the godown a tin was ignited and the fire soon spread to all the oil in the building, and consumed three cargo boats, which were loaded with oil; as on account of the low tide, they were not able to get away. The godown is situated just across the creek, north of Hoihow, near the French Consulate, and clouds of black smoke drifted all the afternoon over the city, and presented a very picturesque effect in the dull winter sky.

SPORTING.

Football.

THE SHIELD COMPETITION.

The Hongkong Football Shield Competition this year will not be as interesting as in the past, owing to the action of the committee in deciding that only company teams would be allowed to enter the competition. We understand that the R.G.A. and the R.E. have decided not to compete. Entries close on Saturday next and should be sent to the Honorary Secretary, Mr. L. J. Wishart.

Departing Sportemen.

With the departure of the 119th Infantry to India by the Harlingen, Hongkong will be the poorer by the absence of a number of sportemen, including Lieut. Colonel Aitken, Major W. W. Chitty, Major Lewis, Captain Kriekenbeek, Captain H. E. Stanger Leathes, Lieut. J. M. G. Taylor and Lieut. Lecky.

DISAPPOINTED CANADA.

The Failure of a Mission.

OTTAWA, Canada, December 30.
Great dissatisfaction is expressed here over the outcome of the mission of M. Lemieux, the Canadian commissioner to Tokyo, on the matter of Japanese immigration. It is conceded by the warmest friends and promoters of the project, that the mission has been a failure and M. Lemieux comes in for a good share of the blame. It is claimed by many that had the matter been placed in other hands, different results would have followed. As a result of the recent conference between Lemieux and Viscount Hayashi the Japanese Consul at Ottawa has been recalled.

BRYAN ATTACKS ROOSEVELT.

Afraid of the Trusts.

LINCOLN, Nebraska, Dec. 31.
William J. Bryan spoke to-day to Democrats of Oklahoma on the issue of the day. He made a bitter attack on President Roosevelt for his alleged weak policy toward the trusts. Bryan alleges that Roosevelt, despite his many threats against monopolies, is afraid of the trusts and will not carry out the programme that he has outlined in his speeches.

DUNDONALD WRECK.

A SURVIVOR'S THRILLING STORY.

Eight Months at the Auckland Islands.

Islands.

WELLINGTON, Dec. 6.

Neither Fennimore Cooper nor Captain Marryat, with all their imagination over-invented a more thrilling story of adventure than the narrative of the survivors of the ship Dundonald on the well-named Disappointment Island, 200 miles south of New Zealand. As already related by cable the ship, with her crew of 28, was smashed on the rocks on the night of March 7 last, and the 15 survivors were rescued by the New Zealand Government steamer Hinemoa on November 16—over eight months later. A complete record of those eight months, an adequate account of the hardships and the disappointments, and the despair of those lost mariners, will probably never be written; but the little that has been related by these rough seamen shows that they underwent extraordinary experiences, not the least expatriating feature of which was the fact—tolerably certain to them—that food, comfort, and some degree of safety lay within five miles of them. But those five miles were miles of angry sea. They had no boat, and until necessity became the mother of invention, and a rude craft was fashioned, those five miles representing the difference between semi-starvation and comparative plenty, might as well have been a thousand leagues. Listen to the story which Charles Eyre, A.B., told to Mr. Crosby Smith, a member of the New Zealand Scientific party on board the Hinemoa at the time of the rescue.

STEWART'S PATHETIC FAREWELL.

"I signed on to the Dundonald in Sydney, the vessel being bound, when laden, for Falmouth, England, for orders. We had contrary winds all the way from Sydney, and when off the Auckland Islands it was blowing half-gale. The weather on the night of March 6 was very thick and heavy, and we shortened down to upper topsails. At 12.30 a.m. on the 7th land was seen right ahead. We tried to wear the ship short round, but she would not stay, and went stern first into a crevice in the cliffs. Orders were given to clear the lifeboats, but it was found to be useless, as there were rocks all round us. The captain ordered us to put on our lifebelts. The Steward gave up all hope of saving himself, and said, 'Goodbye, boys, I'm too old to get ashore, and went into his cabin and shut the door. Soon afterwards the compressed air in the foot of the forecastle leaked out, and the ship might be dismasted. We were there two or three minutes when she started shipping seas just at the break of the forecastle. When we saw the coming wave went on the forecastle head, but were not more than a couple of minutes when water began to come right over. One tremendous sea washed clean over us, and although we all managed to hang on, the next one washed us all away. I don't know what became of the others, but I was whirled round and round. I caught hold of the foot of the forecastle, but was instantly torn away by the sea. I then caught hold of one of the shrouds and climbed up. As I did so I heard someone following me, and looking back, saw it was an Irishman named John Judge. We went on to the fore top gallant yard, as it was called, and there we were going to try to swim ashore on the end of a rope, but found the rope was too short. Unfortunately, the sea was so high, and the water so cold, that I could not get my hands to the rope. We spent the night up there on the yardarm. About an hour before daylight we began to climb down to the foretop, and found about 12 men there, including the first and second mates. The mate told us to prepare for the worst, as the mate could not stand much longer. He thought we had better cut a few lines, as we might be able to help one another ashore. I had lost my knife, so the mate gave me his, and I went up again and cut away some of the running gear.

A LANDING EFFECTED.

"Suddenly I heard a voice from the shore opposite, and found it to be from one of our men, Michael Pol, a Russian Finn. I cut through one of the topmast lines, threw it to him, and we made fast at both ends. By this means we managed to get ashore. The cliff was about 300ft high, but at the point just above the mast was a slope, which allowed us, once we got a foothold, to climb up with comparative ease. Sixteen of us got ashore, leaving 12 unaccounted for. They were washed away when the big sea struck the ship. I now learned that the first man ashore, Walter Low, called out to us to pass a rope to him, but before this was done he slipped over the cliff into the sea and was never seen again. We were all very much exhausted when we got ashore, being very hungry and cold. When in the foretop the mate told us there was a depot on the island, and when we got ashore we went in search of it. The weather was so thick that we could not tell where we were going, so we turned back. Later on we discovered that there was no depot on that island. This was a great disappointment to the mate, who, with the second mate, had been seriously ill from exposure. We never expected the second mate to recover, but he gradually got better. The mate, however, after finding we were not on the main Auckland Island, was disheartened. He sank rapidly, and died on the twelfth day after the wreck. He was over 60 years of age.

"BY ABOUT SEVEN MONTHS. By this time we had discovered that we were on Disappointment Island. After getting ashore we subsisted on raw mollywaukes. The few matches amongst us were wet, and it was three days before we could get them dry. When we once got a fire going we baked it up, and kept it alight for seven months. Until May we only covered ourselves up with our own skins, and we began to see that we were going to have some cold weather, for snow and hail came on. We then decided to dig holes in the ground. This we did with our hands. Above the holes we put up sticks, and put sods on top, forming huts about 6ft long and 4ft wide. We managed to scamp through the winter all right by living on mollywaukes and seals. When we saw the seals first bobbing up on the water we thought we

had got the sea-serpent all right! We did not know how to kill them. At first we used to whack them on the back with a stick, but one of the fellows happened to hit one of them on the nose, and it rolled over, so after that we had no difficulty in despatching them. In the beginning we used to cook everything by putting it on the flames, but afterwards we made a mud oven, and cooked food on a spit.

BUILDING THE COACLES.

"We knew a depot was on the other island, about five miles distant, but we did not know how to get across there. It was decided to build a canvas boat, but we had cut up our sails for clothes and blankets, as we had scarcely any clothes on when we got ashore from the ship. In July three men built a boat of canvas and sticks. To do this we had to put in pieces of our clothes and blankets, and sew them all together, and the boat was all the harder as the sailmaker and carpenter were both drowned when the ship went ashore. We did the sewing by means of a small bone from one of the birds, (th a hole bored in it. We also used a little bit of wire we had. On July 21 a start was made in the boat for the main island. This was reached all right, but the men could not find the depot, they came back on August 9. They had taken six matches with them, and used four. A second boat was built in September, and one fine morning another party started for the main island. But the boat was smashed by a sea before it could get away. We built a third boat in October, and started again with a party of four—Knudsen, Walters, Gratton, and myself. We went over to the large island, but as we went the shore we struck a rock, and the boat was smashed, sending us all into the water. We scrambled ashore, but the mishap put out a fire which we had carried in the boat on a sod. We carried that fire in order to save a match, for we had only two. Those two got wet, and even after drying them for three days we could not get a light from them. On the fourth morning after landing we started in search of the depot, and after walking across the island and about 15 miles through bush and scrub, we landed right on it.

HAIR LIKE SPRING POETS.

"There was a good boat at the depot, but no sails, so we cut up our clothes to make a sail in order that we might return to Disappointment Island for the rest of the crew. On the next day we tried to sail round for them, but the weather was too bad, and we had some difficulty in returning to the depot. On the following morning we made another start, and got there about 3 o'clock. We had found clothes at the depot, and exchanged them for what we had been wearing, and we had also cut each other's hair and beards, which during the seven months we were on the other island had grown so long that we looked like a lot of spring poets. As we got near our old camp our mates did not know us in our new toggery, and they thought we were seafarers. Next morning we put half the map ashore where we first landed with the canvas boat, and left them to make their way over to the depot. Then we took the second mate and the others round to the depot. We had been seven months on Disappointment Island. We saw from a piece of paper in the depot that the Tutanekai had been there on February 1, and that some other Government boat would call in about six months, so we were on the look-out for a boat every day after we got to the depot. You can imagine our delight when the Hinemoa put in an appearance. When we got to the depot we found only ship's biscuits and tinned meat—no tea, butter, sugar, or coffee. We found the depot of the depot, and it was evident that some of the stores had been pillooned. We found an old pattern gun in the hut, and used a time got it to work. We used the roots of a plant (stillocarpa polaris) for vegetables. It was not bad when boiled. We made coffee from sea biscuits by roasting them. We afterwards found a little tea at the Enderby Island depot."

THE CASTAWAYS' CAMP.

"The party on the Hinemoa were naturally anxious to visit the spot where so many months had been spent and so many privations endured by the plucky, persevering sailors. The visitors had a good view of the place where the Dundonald struck, and it was certainly a very difficult and dangerous piece of coast. The barque was washed stern first into a kind of tunnel, working round in a semi-circular direction; hence it was that the ship was tossed so much by the rough sea washing in from each end of the tunnel. As we passed," says Mr. Crosby Smith, "we could see the projecting rock, with the sea just washing over it, standing about half a ship's length from the mouth of the cave. This must have pierced a tremendous hole in the bottom of the ship, which accounts for the fore part going under so quickly. One could quite understand from this how the topmast came on one side, throwing the masts against the cliff. It is a wonder that anyone survived. On the island there is only one possible landing-place, which was discovered only by considerable search by the Dundonald castaways. This spot the captain steered for, picked up the second mate of the Dundonald, whom we had picked up from the depot at Port Ross for the purpose. Neither Captain Bollons, nor anyone else, as far as we could learn, had ever landed on the island previously.

"While we were examining and photographing the huts and examining the island for plants and rocks, a party of four of the castaways had gone over the hill to their first camp to perform the sad work of exhuming the remains of the mate of their ship. This took a couple of hours, and while this was being done the captain spent the time in searching more of the shore for traces of the castaways. By about 4.30 the Hinemoa was taken back to Port Ross. All the passengers and the ship's company landed to attend the funeral. This party numbered about 60. The service was a most impressive one. The captain read the Anglican Church funeral service, and the body, which has been enclosed in a sea chest, was lowered to its last resting place by a second and third mates of the Dundonald."

HONGKONG RAINFALL FOR THE 24 HOURS ENDING AT 10 A.M. TO-DAY, 0.00 INCHES.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N. winds, strong, fine.

2.—Formosa—Channel: N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

5.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

6.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

7.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

8.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

9.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

10.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

11.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

12.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

13.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

14.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

15.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

16.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

17.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

18.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

19.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

20.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

21.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

22.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

23.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

24.—South coast of China between Hongkong and Hainan: N. winds, strong to a gale.

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Pure Non-Acid Wine

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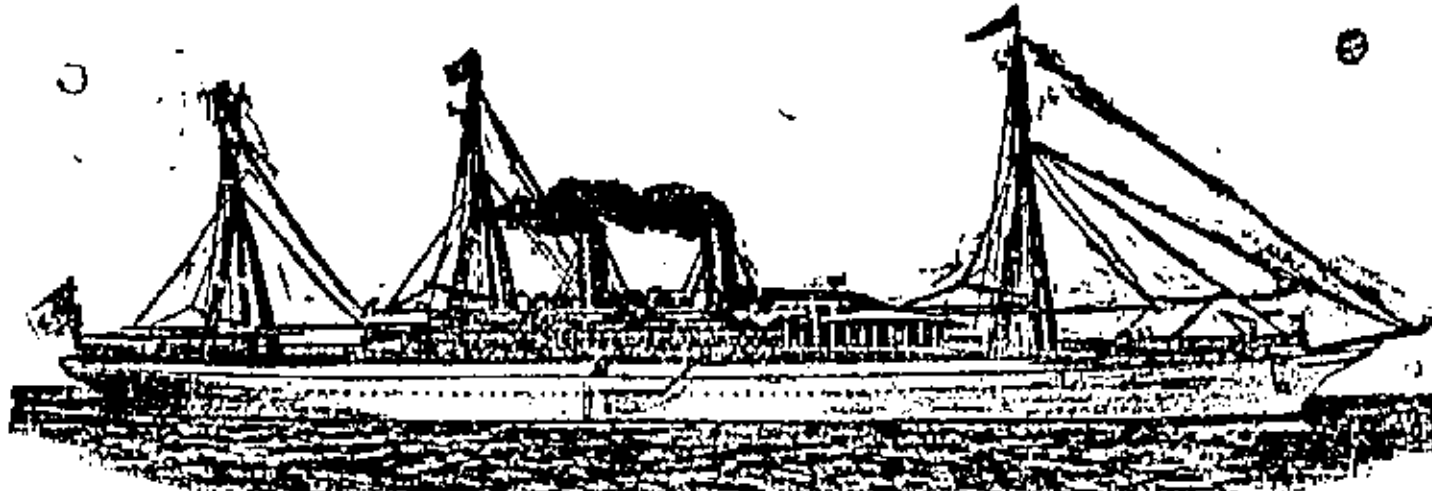
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	DATE	REMARKS
SHANGHAI, MOI, KOBE, PALAWAN	Jan. 7, at Noon	Freight and Passengers
AND YOKOHAMA	Jan. 7, at Noon	Freight and Passengers
SHANGHAI	Jan. 10, at Noon	Freight and Passengers
LONDON, via USUAL PORTS	Jan. 11, at Noon	Freight and Passengers
LONDON AND ANTWERP	Jan. 11, at Noon	Freight and Passengers

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the PACIFIC in the 'EMPERESS LINE.' SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER.

PROPOSED SAILINGS	(Subject to Alteration.)
R.M.S. EMPRESS OF INDIA	6000 Tons
EMPERESS OF JAPAN	6000 Tons
EMPERESS OF CHINA	6000 Tons
EMPERESS OF INDIA	6000 Tons
EMPERESS OF INDIA	6000 Tons

18 DAYS HONGKONG to VANCOUVER.

THE JAPANESE ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10.

Intermediate Steamship HONGKONG at 12 Noon.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. MONTREAL carries INTERMEDIATE Passengers only at Intermediate rates, allowing superior accommodation for that Class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

General Traffic Agent for China, D. W. CRADDOCK.

CORNER PRINCE STREET and PRAY, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, AND LONDON, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID	CEYLON MARU, Capt. Fred Payne, Tons 5068	WEDNESDAY, 8th Jan., at Daylight, 1908.
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	WAKASA MARU, Tons 6245, Capt. A. Christiansen	WEDNESDAY, 8th Jan., at Daylight, 1908.
VICTORIA, B.C., and SEATTLE, via SHANGHAI, MOI, KOBE & YOKOHAMA	HAKATA MARU, Tons 6161, Capt. T. Mura, Tons 6161	WEDNESDAY, 9th Jan., at Daylight, 1908.
SHANGHAI, MOI & KOBE, KOBE AND YOKOHAMA	TOSA MARU, Tons 5823, Capt. J. Nagao	TUESDAY, 21st Jan., at 4 p.m.
BOMBAY, via SINGAPORE AND COLOMBO	WAKAMIYA MARU, Tons 4723, Capt. H. Kameda	THURSDAY, 9th Jan., at Daylight, 1908.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, KUMANO MARU	KAWACHI MARU, Tons 6101, Capt. H. Peterson	SATURDAY, 11th Jan., at Daylight, 1908.
VILLE AND BRISBANE	TOTOMI MARU, Tons 3412, Capt. M. Winkler	WEDNESDAY, 15th Jan., at Noon, 1908.
	NIRIKO MARU, Tons 5550, Capt. T. Harrison	FRIDAY, 24th Jan., at Noon, 1908.
	KUMANO MARU, Tons 5676, Capt. N. Mathieson	FRIDAY, 21st Feb., at Noon, 1908.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Lines. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

S.S. 'MINNESOTA,' Captain O. F. ACSTIN. THURSDAY, 16th Jan., at Noon, 1908.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of exclusive cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

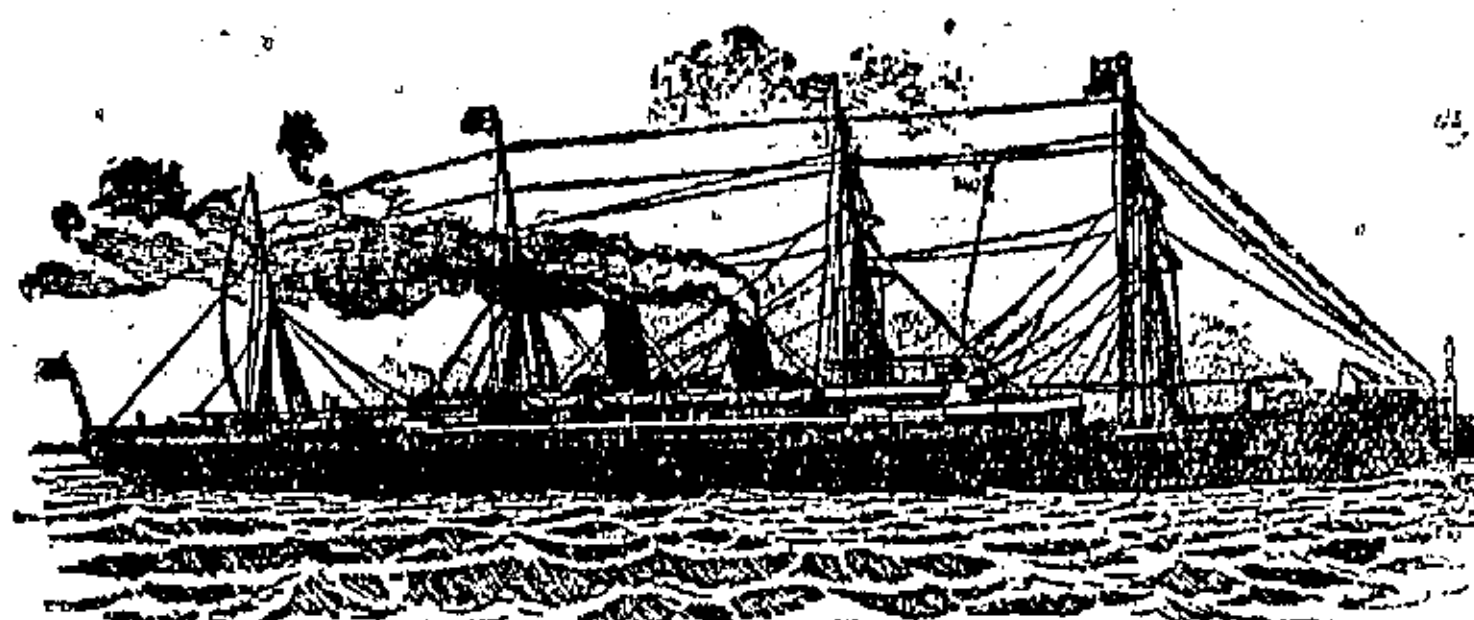
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Only line taking the warm Southern Route across the PACIFIC, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES, 1908.
* KOREA	18,000 Tons, SATURDAY, 18th Jan., at Daylight.
* AMERICA MARU	11,000 " " FRIDAY, 24th Jan., at Noon.
* SIBERIA	18,000 " " SATURDAY, 1st Feb., at Noon.
* CHINA	10,200 " " SATURDAY, 8th Feb., at Noon.
* MANCHURIA	27,000 " " SATURDAY, 15th Feb., at Noon.
* NIPPON MARU	11,000 " " FRIDAY, 21st Feb., at Noon.
* ASIA	9,500 " " SATURDAY, 29th Feb., at Noon.
* MONGOLIA	27,000 " " SATURDAY, 7th Mar., at Noon.
* HONGKONG MARU	11,000 " " FRIDAY, 20th Mar., at Noon.

* Twin Screw.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 18th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 18th January, 1908, at Daylight, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havre, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN. PORTLAND, OREGON, YEDDO, MOI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ALESTIA	5187	JOHN ERNST	Jan. 7, at Noon.
NUMANTIA	4371	H. FELDTHANN	Last Half of January.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR

STEAMSHIP	TONS	CAPTAIN	TO SAIL
SHANGHAI	10,000	JOHANN	Jan. 8, at 4 p.m.
HONGHAI & HAIPHONG	10,000	SINAN	Jan. 9, Daylight.
SHANGHAI	10,000	YUNAN	Jan. 9, at 4 p.m.
YOKOHAMA & KOBE	10,000	CHINGTU	Jan. 10, at 4 p.m.
SHANGHAI	10,000	SHAOHANG	Jan. 12, at 4 p.m.
MANILA	10,000	TEAN	Jan. 14, at 4 p.m.
CEBU & ILOILO	10,000	SUKOJAN	Jan. 15, at 4 p.m.
CEBU & ILOILO	10,000	YOHOW	Jan. 17, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	10,000	KAIFONG	Jan. 21, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Untrivial Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

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HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila	Saturday, 1908, 11th January.
RUBI	2540	R. W. Almond	Manila	18th January.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG, NEW YORK, BOSTON. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON, via

PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

INDRAPURA

TO SAIL

About 14th January.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, via SWATOW, HOYSAUNG, SINGAPORE, PENANG, LAISANG, AND CALCUTTA	TUESDAY, Jan. 7, at Noon.	
SHANGHAI, via TINGSAUNG, SINGAPORE, PENANG, YUNNAN, YUEHSANG, MANILA, YUEHSANG, YUEHSANG, SHANGHAI, YOKOHAMA, YUEHSANG, KOBE AND MOI	THURSDAY, Jan. 9, at 4 p.m.	
	FRIDAY, Jan. 10, at 4 p.m.	
	FRIDAY, Jan. 17, at 4 p.m.	
	TUESDAY, Jan. 21, at 4 p.m.	

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* Taking Cargo on through Bills of Lading to Kuddat, Lahad, Datta, Singapore, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	PRINZ EITEL FRIEDRICH, Capt. E. Malchow	WEDNESDAY, 15th Jan., at Noon.
	PRINZ CEINRICH, Capt. Grosch	WEDNESDAY, 15th Jan., at Noon.
	PRINZ WALDEMAR, Capt. W. von Soden	THURSDAY, 20th Jan., at Noon.
	BORNEO, Capt. F. Sembill	Middle of January 1908.

For further Particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

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ORIGINATORS of the European Tourist and Excursion system. Tickets issued to all parts of the World. Baggage and Goods of every description collected, shipped, and forwarded at lowest rates. Foreign money exchanged. Letters of Credit and Circular Notes issued. Full information on application.

14, WATER STREET, YOKOHAMA.

Hongkong, August 6, 1907.

'GLEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship 'GLEN' will be despatched as above on January 8th, 1908.

For Freight, apply to

McGREGOR, BROS. & CO., Hongkong, December 19, 1907, 2005

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR Coast.)

THE Steamship 'ERROLL' will be despatched as above on or about 20th January, 1908.

For Freight, etc., apply to

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, (Hotel Mansions), Hongkong, December 31, 1907, 2026

CHINA & MANILA STEAMSHIP CO., LIMITED.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 3rd FEBRUARY, 1908. As an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer 'BUT' on FRIDAY, 31st January, in the evening instead of at Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 11th February.

We have arranged a special fare for this round trip of \$50, and we trust to secure sufficient passengers to justify our having offered this inducement.

We have arranged a special fare for this round trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the Undersigned.

SHEWAN, TOMES & CO., General Managers.

Hongkong, December 10, 1907, 1952

REGULAR STEAMSHIP SERVICE TO NEW YORK.

via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

Proposed SAILINGS FROM HONGKONG.

STEAMERS TO SAIL 1907.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

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ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-LINE order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Mediums for

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THE

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CHINA MAIL,'

AND THE

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Read by all Classes in the Colony

Established over Half-a-Century

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	Marseilles & London	Marseilles	Plymouth
Tons	1908		1908	1908
DELHI.....8000	Jan. 11	MONGOLIA.....10000	Feb. 9	Feb. 15
ARADIA.....7000	Jan. 23	VICTORIA.....7000	Feb. 22	Feb. 29
PENINSULAR.....6000	Feb. 6	BRITANNIA.....7000	Mar. 7	Mar. 14
DEVANHA.....8000	Feb. 22	MOULTAN.....10000	Mar. 21	Mar. 28
DELTA.....8000	Mar. 7	(through steamer)	April 4	April 11
MARMORA.....10000	Mar. 21	(calling at Bombay)	April 18	April 25
DELHI.....8000	April 4	MOLDAVIA.....10000	May 2	May 9
ARADIA.....7000	April 18	HIMALAYA.....7000	May 16	May 23
DEVANHA.....8000	May 2	MONGOLIA.....10000	May 30	June 6
COORANA.....7000	May 18	INDIA.....8000	June 14	June 21

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave	Leave	Due at
	Hongkong	about	LONDON
Tons	1908		1908
* NILE.....7000	Jan. 15	March 15	2
* SUNDI.....4700	Jan. 29	March 29	16
* PALAWAN.....4700	Feb. 12	March 12	30
* NUBIA.....6000	March 11	April 11	27
* BORNEO.....4600	April 8	May 8	25
* NORE.....7000	May 3	June 3	22
* SUMATRA.....4600	June 3	July 3	20

These Steamers call also at Singapore, Penang, Colombo, and at Malacca or Mauritius.
* Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.For further particulars, Apply to
E. A. HEWETT,
Superintendent.

2421

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO'S S.S.	For	LEAVING
* FUKUSHU MARU, Capt. T. Ito.	ANPING, Via SWATOW, AMOY AND TAKAO.	WEDNESDAY, 8th Jan., at Daylight.
* SHOSHU MARU, Capt. M. Nemoto.	SHANGHAI, Via SWATOW, AMOY AND FOOSHOW.	THURSDAY, 9th Jan., at 9 a.m.
* JOSHIN MARU, Capt. H. S. Saito.	TAMSUI, Via SWATOW, AND AMOY.	SUNDAY, 12th Jan., at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Ample. Unsurpassed Table.
+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage and further information, apply at the Co's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Options.	To Sail.
* KUMERIC.....6232	Cowley	23rd January, 1908.
* SHAWMUT.....9608	E. V. Roberts	21st February.
* TREMONT.....9608	T. W. Garlick	17th March.
* SUVERIO.....6232	W. Shotton	9th April.

+ Cargo only. * Passenger accommodation.

CHEAP FARES EXCELLENT ACCOMMODATION ATTENDANCE AND
CUISINE ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second-class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
Dodwell & Co., Limited,
QUEEN'S BUILDINGS. GENERAL AGENTS.

Shipping.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVER, will be despatched for the above Ports on FRIDAY, the 10th January, 1908. This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.
For Freight or Passage, apply to
D. SASSOON & Co., Ltd., Agents.
Hongkong, January 6, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE & NEW YORK.
(With liberty to call at MALABAR COAST.)
THE Steamship JESERIC, Captain Thompson will leave for above ports on or about SATURDAY, the 26th January, 1908.
For Freight, apply to
ARNHOLD, KARBURG & CO., Agents.
Hongkong, December 23, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, VIA JAPAN PORTS.

(Karatsu, Kobe and Yokohama.)
With liberty to call at Honolulu and Salina Cruz.

THE Steamship KASATO MARU, 6100 tons, will be despatched hence to Callao, Iquique, via Japan Ports, sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamer has splendid accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

K. MATSUDA, Manager.
Yokohama Building.
Hongkong, April 15, 1907.

NOTICES TO CONSIGNEES.

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP ST. PATRICK.

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st January, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, January 4, 1908.

NORDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship ALBERT, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Thursday, the 2nd of January, at Noon.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th of January, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 9th of January, at 9.30 a.m.

All claims must reach us before the 13th of January, 1908, for they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, C. MEYERHOF & CO., Agents.
Hongkong, January 2, 1908.

THE COMMERCIAL LAW AFFECTIONS OFFICE.

With Special Reference to PARTNERSHIP REGISTRATION BANCROFTY LAWS HONGKONG.

Reprinted from the China Mail.

For Sale at the China Mail Office, at 8, Queen's Road Central.

CHINA'S MISFORTUNES.

After detailing the natural disasters which afflicted China in 1907, Sir Alexander Hosie writes as follows in his report on the trade of China:—The price of rice, which may be taken as the criterion of the Empire's spending capacity, was abnormally high, and the most valuable products and exports of the country—silk, tea and cotton—were adversely affected by climatic conditions. Over-trading, abnormal conditions resulting from the war in Manchuria, high exchange, an ill-regulated copper currency and inclement weather all contributed to brand 1907 as an unsuccessful year, which would have been handed down to history as disastrous had not foreign banks eased the strain by wisely continuing credits to holders of unmarketable stocks. Although it is unwise to predict the future, the outlook for 1907 is not so bright as might be desired. He adds: With the exception of a faint echo on the West River, where Australian flour now finds a ready market, the boycott of American goods has ceased to be a weapon of any value, and the campaign may be said to have come to an inglorious end.

CHINESE ABROAD.

The "Yellow Peril."

In spite of the strong prejudice existing against the Chinese in various quarters, and the strong exclusive measures adopted against them in America and elsewhere, they would appear to be spreading themselves steadily over the globe. The Chinaman is not yet so ubiquitous as the Briton and the Jew, but there are already suggestive indications that he may one day leave us and the Hebrew far behind as a cosmopolitan resident. From a Chinese source I have certain statistics of Chinamen residing outside China, the grand total, exclusive of students, being 6,720,000. They are distributed as follows:—Japan 17,673, Asiatic Russia 37,000, Hongkong 314,301, Siam 2,755,709, Burma 134,500, Java and Sumatra 1,825,700, Australia 34,245, Europe 1,700, Korea 11,200, Malaya 1,023,500, Annam 107,307, Philippines 83,785, Africa 8,200, and America 272,829. Malaya, of course, includes Singapore. Therefore, there would appear to be quite a million Chinese in English-speaking Colonies or States. A great many of these latter will be receiving precisely the same sort of education as the average English and American boy, and no doubt in their own way are playing their part in the modernisation of China. Then there are good American and English colleges in China itself. This will account for a fact which strikes Englishmen who have not been much abroad when first brought in contact with some of the young people connected with Chinese special embassies and so on. They find those active young Orientals linguistically, at all events, as good Britons as themselves, frequently, indeed, a good deal more fluent, and without a foreign accent which is much more than can be said as a rule of our Japanese allies.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS as on Wer's Days.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement with the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers. 1901.

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Coochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.).

Subscription, Daily (postage extra), 10 cents a year.

Weekly, including postage, 22 p.m.

ADVERTISING RATES: Per inch (2 lines), 50, three times; 100, five times; 150, seven times; 200, ten times; 250, twelve times; 300, fifteen times; 350, eighteen times; 400, twenty times; 450, twenty-three times; 500, twenty-six times; 550, twenty-nine times; 600, thirty-two times; 650, thirty-five times; 700, thirty-eight times; 750, forty-one times; 800, forty-four times; 850, forty-seven times; 900, fifty times; 950, fifty-three times; 1000, fifty-six times.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, January 2nd, 1908.

At 100 cents per Dollar Mexican.

BUTCHER MEAT.

Beef, extra and prime cut—Melung Pa ..	20
Beef, extra—Ham Ngau Yuk ..	20
Beef, extra—Shiu ..	20
Beef, extra—Naga Lam ..	15
Beef, extra—Tong Yuk ..	16
Beef, extra—Ngau Yuk Pa ..	20
Beef, extra—Ngau Yuk Lan Sien ..	30
Sausages—Ngau Chuan ..	20
Bullock's Brain ..	10
Tongue, fresh—Ngau Tai ..	60
Beef, extra—Ham Ngau Li ..	55
Beef, extra—Ngau Tau ..	80
Beef, extra—Ngau Sum ..	12
Beef, extra—Ngau Kin ..	20
Beef, extra—Ngau Kerk ..	20
Beef, extra—Ngau Yiu ..	10
Beef, extra—Ngau Mei ..	17
Beef, extra—Ngau Con ..	12
Beef, extra—Ngau To ..	7
Calves' Head and Feet—Ngau Chai-tan-kak, set 2.10 ..	24
Mutton Chop—Young Pak Wat ..	24
Leg—Young Pak ..	24
Shoulder—Young Shau ..	22
Pigs' Chittings—Chi chong ..	24
Brains—Chi Kow ..	2
Feet—Chi Kerk ..	12
Fry—Chi Chak ..	24
Head—Chi Tan ..	22
Heart—Chi Sum ..	10
Kidneys—Chi Yiu ..	10
Liver—Chi Con ..	10
Pork Chop—Chi Pak Kwat ..	24
Corned—Ham Chai Yuk ..	24
Leg—Chi Pak ..	24
Fat or Lard—Chi Yau ..	20
Sheep's Head and Feet—Young Tan Kerk set 65 ..	24
Heart—Young Sum ..	10
Kidneys—Young Yiu ..	10
Liver—Young Con ..	10
Sucking Pigs, To Order—Chi Chai ..	22
Suet, Beef—Sang Ngau Yau ..	16
Mutton—Sang Young Yau ..	24
Veal—Ngau Chai Yuk ..	20
Sausages—Ngau Chai Chong ..	20

Poultry.

Chicken—Kai Chai ..	28
Capons, Large, Small—Sin Kai ..	28
Ducks—A ..	18
Doves—Fan Kai ..	16
Eggs, Hen—Kai Tan ..	24
Fowls, Canton—Kai ..	10
hainan—Hoi Nam Kai ..	28
Geese—Ngol ..	20
Geese, Wild—Shai, Shai Yee Ngol, pair ..	20
Mus Deer—Wong Keng ..	70
Goats, Shanghai—To Chai ..	60
Partridge—Chi Kai ..	60
Pheasant—Shan Kai ..	60
Pigeons, Canton—Fak Kuo ..	25
Hobow—Hoi Hoi Pak Kuo ..	23
Quail—Um Chai ..	16
Real Birds—Wo Fa Chai ..	20
Suipes—Sa Choy ..	22
Turkeys, Cook—Phor Kai Kung ..	60
Hen ..	45
Wild Ducks, Shai—Shanghai-Sai-pai ..	50
Teal—Sai Pak Chai ..	50
Wild Ducks Canton—Sang Shing Sai Ap, ca ..	90

Fish.

Barbel—Ka Yu ..	13
Bream—Bin Yu ..	12
Canton Fresh Water Fish—Hoi Sin Yu ..	13
Carp—Li Yu ..	18
Catfish—Chik Yu ..	11
Codfish—Mun Yu ..	24
Crabs—Hoi ..	28
Cuttle Fish—Mok Yu ..	13
Dab—Sa Mang Yu ..	14
Dace—Wong Mei Lin ..	10
Dog Fish—Tik To ..	14
Eels, Congor—Hoi Mann ..	14
Fresh water—Tam Sin Yu ..	12
Gals, Yellow—Wong Sin ..	24
Frogs—Tian Kai ..	28
Garopa—Sak Pan ..	18
Gudgeon—Pak Kuo Yu ..	18
Herring—Tao Pak ..	18
Hallbut—Cheung Kwan Kuo ..	20
Labrus—Wong Fa Yu ..	16
Loach—Wa Yu ..	24
Lobster—Lung Ha ..	25
Mackerel—Chi Yu ..	16
Monk Fish—Mong Yu ..	24
Mullet—Chik Yu ..	20
Oysters—Sang Hoo ..	20
Pas fish—Kai Kung Yu ..	15
Perch—Tao Loo ..	14
Pike—Fa Paw Pong ..	8
Plaice—Fan Yu ..	18
Pomfret, Black—Hak Chong ..	20
Pomfret, White, Pak Chong ..	21
Prawn—Ming Ha ..	48
Ray—Pai Pa Sa ..	8
Rock Fish—Sak Kan Kung ..	14
Shark—Chi Yu ..	28

肉食

Salmon—Ma Yao Yu ..	18
Shark—Sa Yu ..	9
Skate—Po Yu ..	10
Shrimps—Ha ..	28
Snapper—Lap Yu ..	18
Soles—Tat Sa Yu ..	20
Tonch—Wan Yu ..	18
Turbot—Cho Hoi Yu ..	20
Turtle, small, fresh water—Kerk Yu ..	56
White Bait—Ngau Yo Chai ..	1

菓子

Fruits.	Qty.	
Almonds—Hung Yau	..	In 24
Apples, (California)—Kam San Ping Khe	..	21
" (Chefoo)—Tin Chon Ping Khor	..	—
" Small—Hoi Tong	..	10
" Custard—Fan Lai Chi	..	each 3
Bananas, fragrant, Canton—San Shing	..	1b
Hong Chiu	..	1b
Bananas, (brides), Macao—San Heng Chiu	..	—
Cheestuta, Chinese—Fong Lut	..	10
Carambola—Young Tuo	..	—
Cocoanuts—Yeh Tze	..	each 14
Lemons, China—Ning Moong	..	1b 6
" America—Kum San Ning Moong	..	7
Lichees Dried—Lai Chi Small Stone	..	20
" Fresh—	..	1
Limes, (Saigon)—Sai Kung Ning Moong	..	7
Mango, Manila—Lai Sung Moong	..	—
Mangosteens—San Chuk Tin	..	per 100
Oranges, (Canton)—San Shing Tim Chang	..	1b 6
Passion Fruit	..	each —
Pears, (American)—Kam San Shet Tai	..	1b 12
(Canton), Cooking—Sa Li	..	—
Peanuts—Fa Sang	..	10
Perseimons Large—Hung Chie	..	1
Pine-apples, 1st quality—Sheung Poon Tai	..	each 8
Paw Law	..	—
" 2nd cooking—Chung-tang-paw-law	..	5
Plantains—Tai Chou	..	1b —
Plums—Swatow Hung Lai	..	—
Pumelo, Siam—Chim Lo Yau	..	each 10
Shanghai—Lo Kwat	..	1b —
Walnuts—Hop Tuo	..	12
" Green—Sang Hop Tuo	..	—
Water Melon—(Am.) Kum San Sai Kwa	..	1b —
" (China) Sai Kwa	..	—
Grape—Sang Po Tai Tze	..	32

菓子

杏仁 金山平

金平 天津平

海梨 海梨

番荔枝 省城香

山香 山香

鳳梨 鳳梨

楊桃 楊桃

椰子 椰子

檸檬 檸檬

金山 金山

荔枝 荔枝

荔枝 荔枝

西貢 西貢

馬尼拉 馬尼拉

山竹 山竹

省城 省城

金山 金山

沙梨 沙梨

花生 花生

本地 本地

中等 中等

大梨 大梨

紅梨 紅梨

超熟 超熟

上海 上海

合桃 合桃

生台 生台

金山 金山

西風 西風

生香 生香

NOISES IN THE NIGHT.

The following curious little account of the tricks of sound which are played, presumably by fog, was sent the "N.C. Daily News" by a member of the Licensed Pilot's Association. "Something I never heard of before" he writes, "except in the neighbourhood of high land, took place on Xmas night when I was anchoring the Norwegian steamer Heimdall in a fog at Wossung. The time was about 11.30 p.m. when I blew two prolonged blasts to indicate that the ship was under way, but had no way upon her, when much to the astonishment of the Captain and myself the echoes were twice repeated from the Pleasant Point direction. I tried again when I put the engines astern, and the same thing happened. This may be of interest to navigators and to those who make a hobby of peering into things beyond.

To-day's Advertisements



VICTORIA BRITISH SCHOOL.

A 6th Grade ASSISTANT MISTRESS is required immediately for this School. Particulars on application to the HEADMASTER.

Hongkong, January 7, 1908. 35

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER AND VEGETABLE SHOW will be held on the 26th and 27th FEBRUARY.

The schedule will shortly be distributed to members. Non-members wishing copies should apply to the Hon. Secretary.

Non-members will be charged an entrance fee of 10 cents for each class entered for the show.

L. GIBBS, 6, Broomfield Arcade.

Hongkong, January 7, 1908. 38

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAMER FOR

SADON, SINGAPORE, BATA, VIA COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON.

HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship SALAZIE.

Captain ATLANTIC will be despatched for MARSEILLES on TUESDAY, the 21st January, 1908, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. YARRA Feb. 4, 1908.

S.S. OCEANIAN Feb. 18, 1908.

J. MILLET, Agent.

Hongkong, January 7, 1908. 36

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PALAWAN.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

From PERMAN GULF, ex s.s. B.I.S.N. and B.P.S.N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

R. A. HEWITT, Superintendant.

Hongkong, January 7, 1908. 32

NOTICE TO CONSIGNEES.

STEAMER YARRA.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. Dordogne, from BORDEAUX ex s.s. Ville de Bordeaux, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undischarged after TUESDAY, the 14th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th January, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 14th January at 3 p.m.

No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, January 7, 1908. 31

GIRL'S NECK IN FEARFUL SHAPE

Eczema Made It a Sickening Spectacle—Worst Case Father Ever Saw—Treated for Weeks by Doctors—Grew Worse and Worse.

PERFECTLY CURED BY CUTICURA REMEDIES

"I have much pleasure in letting you know of the remarkable cure of my daughter of eczema. It was the worst case I had ever seen. To see her neck was a sickening spectacle, as you could see nothing but sores. We tried different kinds of ointments, but to no effect. We also had her under the care of two doctors for several weeks, and they gave us ointments and powders and ordered us to take off her ordinary clothes and keep on her night dresses, but to no avail, for where we applied the doctor's ointment it broke out worse. At last we gave up the medical men and tried a box of Cuticura Ointment, and after using part of same we could see a difference, so we persevered with the Cuticura Ointment. She was perfectly cured. Since then we have used Cuticura Soap and she has never been clean skin. E. Crother, 62, Chell St., Longlight, May 20, 1906."

GROWS HAIR

Removes Dandruff and Soothes Itching, Irritated Scalps.

Warm shampoos with Cuticura Soap, and light dressings with Cuticura, the purest and sweetest of emollients, stop falling hair, remove crusts, scales, and dandruff, soothe itching, and stimulate the hair follicles, loosen the roots with a healthy scalp, and make the hair grow again.

For all purposes of the hair, Cuticura is the best. It is the purest and sweetest of emollients, stop falling hair, remove crusts, scales, and dandruff, soothe itching, and stimulate the hair follicles, loosen the roots with a healthy scalp, and make the hair grow again.

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SHIPPING

ARRIVALS.

January 6.

Palawan, British steamer, 2,965, O. R. London, R.N.R., London Nov. 23, and Singapore Dec. 31, General.—P. & O. S. N. Co.

Zafra, British str., 1,620, R. Rodgers, Manila January 4, Hong and General.—SHEWAN, TOMES & CO.

Tanaka, Chinese str., 1,216, R. Stephen, Shanghai Jan. 3, General.—O. M. S. N. Co.

Yarra, French steamer, 2,512, Sellier, Marseilles Dec. 8, and Saigon January 3, Malle and General.—MESSAGERIES MARITIMES.

Linan, British str., 1,551, Williams, Shanghai Jan. 3, General.—BUTTERFIELD & SWIRE.

Hanoi, French steamer, 739, Zerk, Haiphong and Hoivong Jan. 2, General.—K. M. MARY.

January 7.

Glenora, British str., 3,141, T. Darke, London Nov. 21, and Singapore Dec. 30, General.—McGREGOR BROS. & GOW.

Hongkong, British str., 909, Mawley, Chingking January 2, General.—BUTTERFIELD & SWIRE.

Hopang, British str., 1,359, J. M. Hay, Swatow January 6, General.—JARDINE, MATHESON & CO.

Progress, Norwegian str., 1,671, Thomas Schweg, Sandakan January 2, Timber.—WALLER & CO.

Ararat, British str., 2,931, A. Stewart, Moul Jan. 3, General.—DAVID SASSOON & CO., Ltd.

Kuelin, French str., from Canton.

DEPARTURES.

January 7.

Ararat, British str., for Europe, &c. Chilli, for Haiphong.

Madag, for Bangkok.

Ulcia, for Moul and Portland, Or.

Chungking, for Shanghai.

Keenun, for Surabaya and Liverpool.

Chingun, for Shanghai.

Kaga Maru, for Shanghai and Seattle.

Nakachi Maru, for Kobe.

Yarra, for Haiphong.

Tanaka, for Canton.

Neuchang, for Shanghai.

Laing, for Singapore.

Yarra, for Manila.

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